

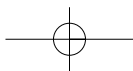
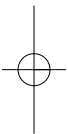
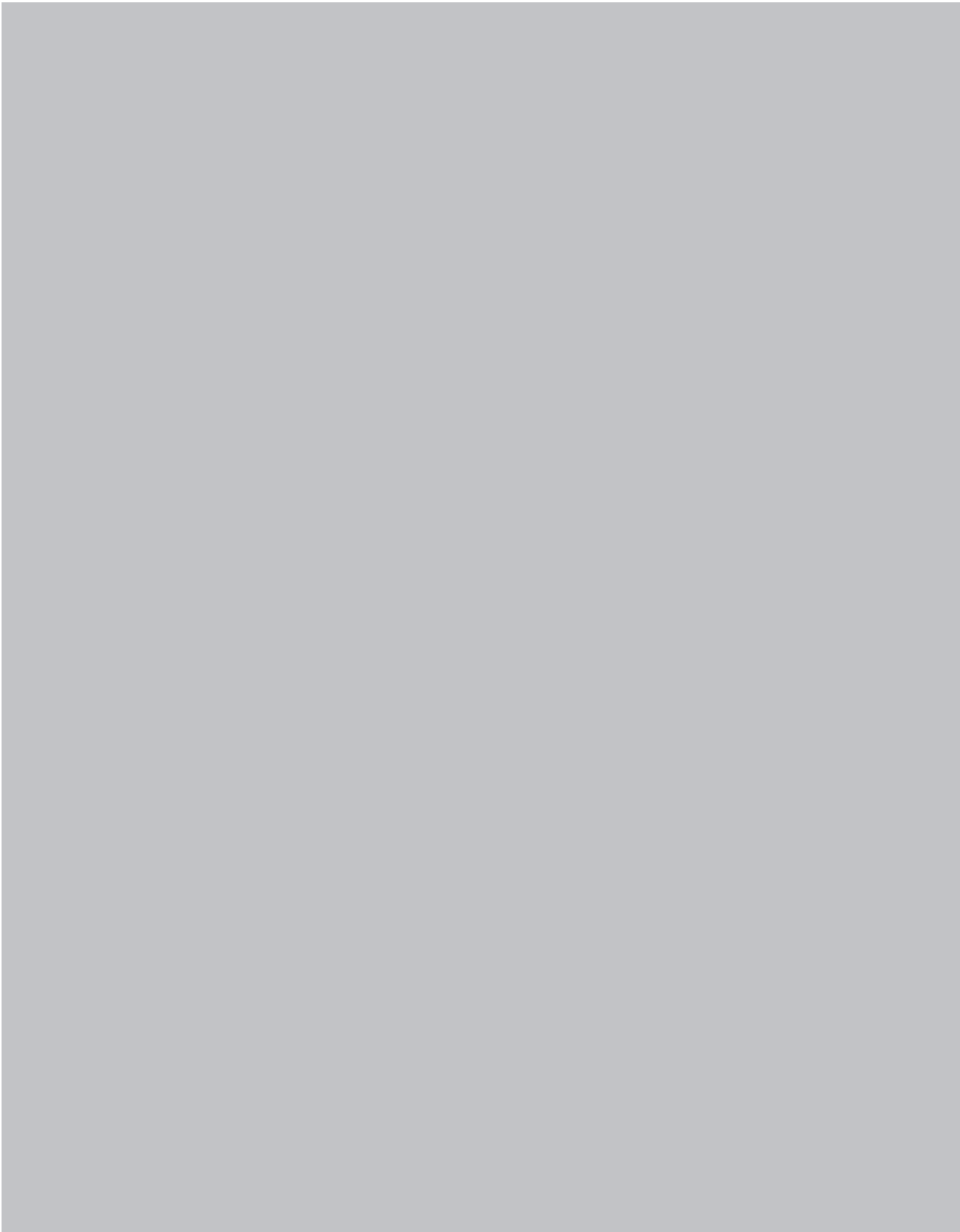
part ten hire boats & safety features



Taughtline Hitch

This Part of the BSS Standards addresses such risks as falling overboard, sinking and personal injury. The Standards and associated Check List items shown here are only Mandatory for hire boats and public passenger craft carrying less than twelve people.

Hire boat operators must apply all of the following Check List items. However since each of these represents best safety practice it is strongly recommended that all private boat owners follow them too.



After passing a boat coming from the opposite direction, a boater was horrified to turn around and see one of the crew lose his balance and fall overboard. Quickly knocking the engine into neutral, the boater grabbed his life-buoy and threw it directly at the man overboard. Unfortunately the man didn't see the life-buoy coming, and as a result was knocked unconscious when the life ring hit him. Always shout a warning when throwing a life-buoy, and always make sure it is thrown to one side of the person in the water. **[10.1]**



life-buoy

To help rescue someone who has fallen into the water, it's recommended that privately owned boats carry at least one life-buoy, in a readily accessible position, so that it can be used immediately. **[10.1]**

handrails

To reduce the risk of someone on your boat falling overboard it's recommended that privately owned boats have effective handrails fitted where there are walkways.

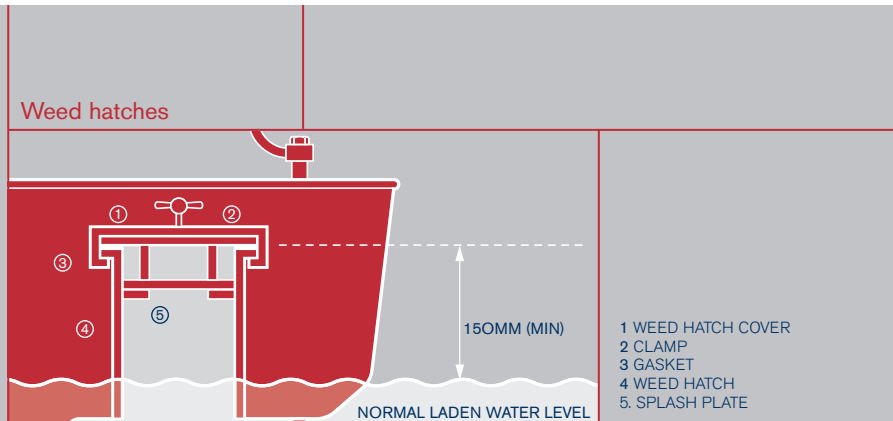
To work properly the handrails must be of sufficient length – where practical the full length of cabin tops – and of adequate strength. Alternatively, guard rails may be fitted around the perimeter of the deck. **[10.2]**

hull openings

To reduce the risk of your boat sinking if it keels over or is excessively weighed down, it's a good idea for privately owned boats to only have openings which are at a height of at least 250mm (10ins) above the waterline.

Where openings are necessary below this level this risk can be reduced by ensuring that these openings are permanently and securely connected to ducts or pipes, which are watertight up to that level.

Self-draining cockpits may not be able to meet the 250mm (10ins) recommendation but, for privately owned boats, it's a good idea to stop water getting into other parts of the hull by incorporating non-return valves in the drains and/or having bulkheads or cills up to a height of 150mm (6ins).



A weed hatch, if not properly secured, can allow water into the bilges of a boat, which could ultimately cause it to sink. It's advisable for privately owned boats to have a secure and watertight weed hatch which reaches to at least 150mm (6ins) above the waterline, when the boat is loaded up as normal. [10.3]

water intakes

An effective valve or cock fitted in water intake pipes can reduce the risk of the boat sinking if the pipe is damaged in some way. It's a good idea to fit these to all skin hull fittings that are below the water line when the boat is normally loaded, since they allow you to quickly isolate any water intakes. [10.4]

ventilation labels

To minimise the risk of carbon monoxide poisoning and to ensure that all appliances have enough air to operate efficiently it's recommended that instructions prohibiting the blocking of ventilators are prominently displayed on board privately owned boats. [10.5]



Any openings in the hull must be at least 250mm above the normal laden water line. However, if this cannot be achieved for, say, a sink outlet, you should ensure that the outlet pipe within the vessel is watertight to that height inside the vessel. This will achieve the same objective of preventing water seeping into the boat. The pipe joints need to be clipped to remain watertight – push-fit plumbing is not recommended in case it comes apart under pressure. [10.4]

glass

Falling onto an area of glass, such as a cabin window, could cause a serious injury. To minimise the risk of this happening it's recommended that all port lights, side-scuttles, windows and interior glass partitions are made of safety glass or of a suitable acrylic or polycarbonate material. Other forms of glass can be made safer by the use of suitable adhesive safety film for windows. [10.6]

unpowered hotel boats

On unpowered hotel boats which don't carry fuel and are not fitted with cooking, heating, refrigerating or lighting appliances, ineffective fire fighting equipment can put those on the boat at risk, as boat occupants won't be able to extinguish a fire or safely fight their way past a hazard. To prevent this from happening you must ensure that the minimum number of fire extinguishers is provided, in accordance with Standard 6.1. [10.7]

exemptions

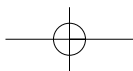
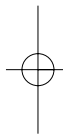
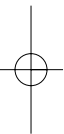
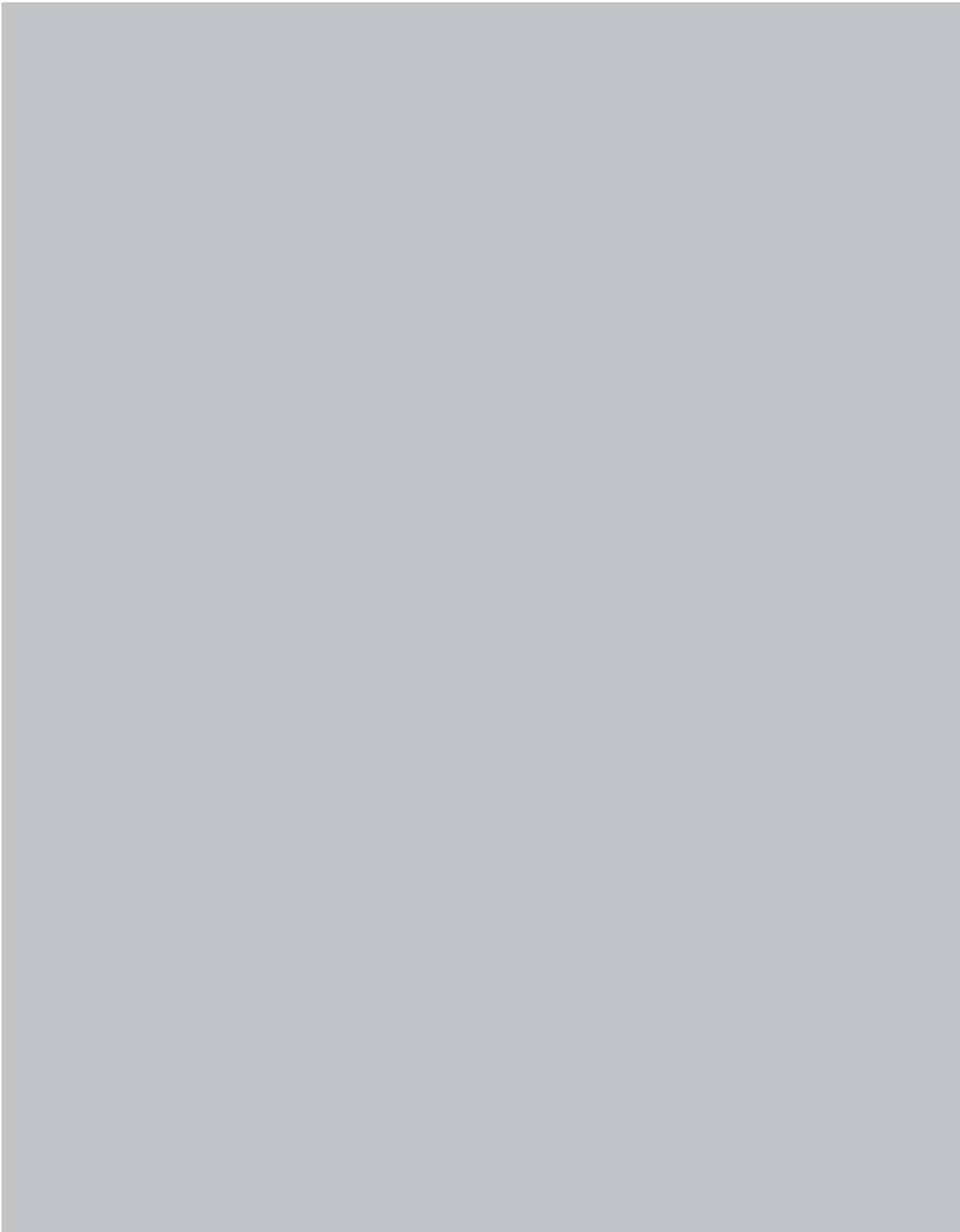
All manually propelled or sailing hire boats which do not carry fuel and are not fitted with cooking, heating, refrigerating or lighting appliances, are exempt from these parts of these Standards.

Commercial cargo-carrying boats on cruising and remainder waterways are exempt from this part of the Standards. A remainder waterway is one that is owned or managed by British Waterways, which isn't specified in Schedule 12 of the Transport Act 1968.

Need more help or advice? Refer to Standards 10.1-10.8 in the appendix page 15.

For more technical information refer to:

- ☞ SI 1999 No. 2721 The Merchant Shipping (Life-Saving Appliances for Ships other than Ships of Classes III to VI(A)) Regulations 1999.
- ☞ PrEN 15085 Man overboard prevention and recovery.
- ☞ PrEN 11812 Cockpits and cockpit drainage.
- ☞ BS EN ISO 9093-1 Seacocks and through hull fittings – Part 1: metallic.
- ☞ PrEN 9093-2 Seacocks – Part 2: Non metallic.
- ☞ PrEN 12217 Parts 1 – 3 Small Craft – Stability and Buoyancy.
- ☞ Canal Boatbuilders Association "Code of Practice for Steel Inland Waterways Craft and Narrowboat Construction"



part ten checklist

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|--|--------------------------|
| 10.1 <i>lifebuoys provided</i> | <input type="checkbox"/> |
| <i>lifebuoys carried in a readily accessible position</i> | <input type="checkbox"/> |
| 10.2 <i>hand/guard-rails fitted</i> | <input type="checkbox"/> |
| <i>hand/guard-rails of adequate strength</i> | <input type="checkbox"/> |
| <i>hand/guard-rails of adequate length</i> | <input type="checkbox"/> |
| 10.3 <i>lowest point of hull opening positioned greater than 250mm above normal laden waterline or is watertight up to 250mm</i> | <input type="checkbox"/> |
| <i>self-draining cockpit opening approved</i> | <input type="checkbox"/> |
| <i>weed hatch cover at least 150mm above normal laden waterline</i> | <input type="checkbox"/> |
| <i>weed hatch cover watertight when secured</i> | <input type="checkbox"/> |
| 10.4 <i>opening below waterline fitted with directly adjacent valve/cock</i> | <input type="checkbox"/> |
| <i>hull opening valve readily accessible</i> | <input type="checkbox"/> |
| 10.5 <i>ventilation labels fitted</i> | <input type="checkbox"/> |
| <i>ventilation labels prominently displayed</i> | <input type="checkbox"/> |
| 10.6 <i>glass fitted to BS 952 Part 1*</i> | <input type="checkbox"/> |
| <i>acrylic/polycarbonate material suitable*</i> | <input type="checkbox"/> |
| 10.7 unpowered hotel boat complies with Standard 6.1 | <input type="checkbox"/> |

Check List items in bold are Mandatory
Check List items in italic are Advisory

*EXEMPTION AVAILABLE

